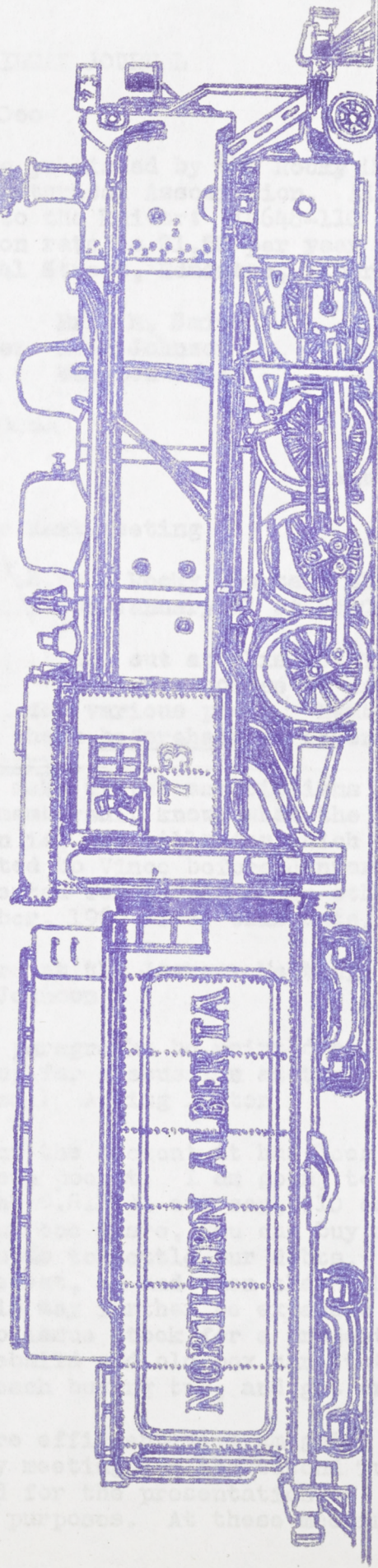
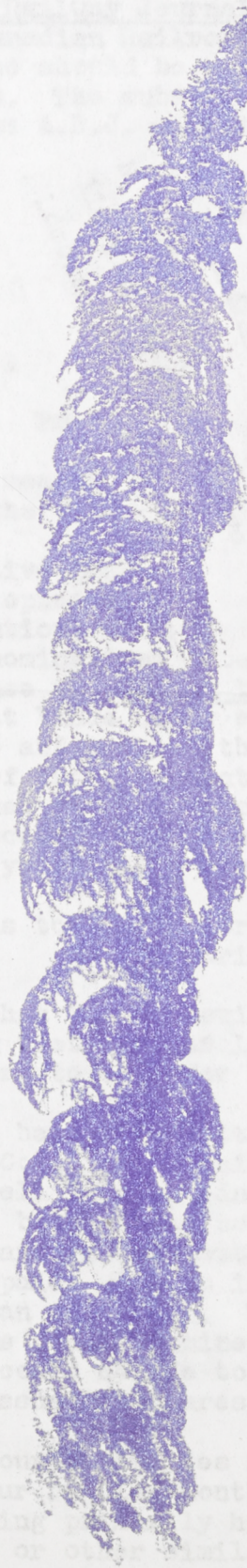


ALBERTA RAILWAY JOURNAL



CANADIAN RAILROAD HISTORICAL ASS'N

N. Wickenden

11609 Saskatchewan Drive

Edmonton

THE ALBERTA RAILWAY JOURNAL

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The Alberta Railway Journal is published by the Rocky Mountain Chapter of the Canadian Railroad Historical Association. All news and correspondence should be sent to the Editor: 14648-110 A Avenue, Edmonton, Alberta. The subscription rate is \$1.50 per year and should be sent to: A.R.J., 12441-141 Street, Edmonton, Alberta.

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Volume 4 Number 1

January 1966

Train Orders for Next Meeting

The January meeting of the C.R.H.A. - Rocky Mountain Chapter will be held at the Cromdale Car Barns on January 11 at 8:00 pm sharp.

It is imperative that all members turn out at this meeting to express their opinions and to set a decisive course of action for 1966. Nominations are required for various posts. Members wishing to make nominations should check beforehand to determine whether the nominee is willing to serve.

In order that Vince Coley can make up the associations accounts for 1965 and so that the membership knows what the financial state of the organization is, all bills for which payment is required must be submitted to Vince before January 8, 1966. No back account will be accepted for purchases or other expenses for the year ending December, 1965 after this date.

Proposals to be Put Forward at the January Meeting by Eric Johnson

(Eric has asked that the following paragraphs be printed as he is going to bring these proposals up for discussion at the meeting. He asks the members to consider them.) Acting Editor

WE obviously have a deficit, at the present it has been covered by Vince Coley out of his own pocket. I am going to propose that we sell "shares" in the C.R.H.A. at, say, \$10 each. Every member will be expected to buy one share, you can buy more if you wish, to raise sufficient funds to settle our debts. These shares will be repaid, without interest, as and when the Rocky Mountain Branch can afford it. This may further be expanded to: a group of members could combine to issue stock for a project - eg. three people could decide to rebuild an old box car, total cost \$60. They issue six shares, each buying two, and get on with the job.

To organize our activities more efficiently, I am going to propose that our regular monthly meetings on the second Tuesday be regarded as being primarily held for the presentation of historical papers or other similar purposes. At these meetings,

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current business may be raised during a short business meeting to end at 8:30 pm. At this time the lecture or other prepared programme starts. Day to day business will be dealt with at the executive meeting which will be held on another day and the business of the

executive meeting would be reported to the membership at large via the ARJ. Only in exceptional cases will regular meetings be used for general discussion.

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Club News

#73

The boiler jacket and movable plugs have been removed from the engine in compliance with the orders of the Board of Transport. Work is still continuing towards an official inspection.

Final painting of the tender and cab has started. Anyone interested in helping should come down on Saturdays, the regular work party day.

Raffle

The following are the winners of an Accitron wrist watch which were drawn for at the December meeting:

<u>Ticket Number</u>	<u>Name</u>	<u>Address</u>
1429	Mr. A.A. Heather	10958-137 Street
952	Mr. W. Simons	10608-111 Street
1333	Mr. J.F. Vince	8316-69 A Avenue

We wish to thank all those who bought and sold tickets.

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* Acting Editor's Note

Due to pressure of business, Eric Smith was unable to fill his job as Editor this month; that is the reason for all the typographical and grammatical errors. Also, Eric Johnson is away on holidays; this is the reason for the late publication date. Everything will be back to normal next month.

Clayton Jones

Clayton Jones

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Thoughts From a Business Car
by Clayton Jones

"Now is the time for all good members to come to the aid of the association." So some important personage said, with a few changes of course. We are now at a turning point in the history of the Rocky Mountain Chapter and the membership must rally in order to carry it to greater heights instead of falling into confusion, argument, and apathy.

At the bases of continued progress lies an active, responsible executive. An official position in the branch must not be offered as a "reward" for past activity but should be based on ability and the desire to get a job done.

The President is the spearhead of an organization and he must be able to command confidence. He should have executive ability, be able to administer the branch, and be able to delegate tasks. A final point, and an important one, is he must attend a majority of the meetings.

A Vice President must have the same requirements as the President and his personality should be in accord with the President's. The Vice President must take charge of the meeting in the absence of the President.

Finally, the Secretary-Treasurer must be a person of integrity and possess sound financial judgment. Secondly, he is responsible for the preparation of the agenda and he should assist the President to see that it is followed.

In order to have a strong executive the membership must act as a unit and turn out at the meeting on January eleventh.

REMEMBER: the association is only as strong as the executive and the people who elect it.

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Centennial Trains

As part of the Department of National Defense's participation in Canada's Centennial Celebration some seventeen hundred members of Canada's Armed Forces will join in a four and one half month tour of the country staging military tattoos in all the principal cities.

The group will initially be organized into two separate sections with different itineraries but they will combine into one large group to visit main cities during the period May 27th to July 4th. Each group will be transported by train with the railway cars becoming the "home away from home" during the tour.

Train consists have been outlined as follows:

- 11 sleeping cars
- 1 Office Car
- 1 Lounge Car
- 2 Dining Cars
- 1 Recreation Car
- 4 Piggyback Flat Cars
- 1 Baggage Car
- 3 Cars for Railway Crew, Fuel, Etc.

The Western Train will originate in Peterborough on March 31, 1967 and will visit Barrie, Sarnia, Windsor, London, Kitchener, Sudbury, Sault Ste Marie, Brandon, Regina, Medicine Hat, Lethbridge, Calgary, Kelowna, Vancouver, and Victoria. It will arrive in Victoria about May 16 having given thirty-eight performances in fourteen locations.

The Eastern Train will group in Kingston on April second and will visit Sydney N.S., Halifax, Moncton, St John, Fredericton, Sherbrooke, Trois Riviere, North Bay, Timmins, Fort William, Winnipeg, Saskatoon, Edmonton, Prince George, and Vancouver; arriving in Victoria May 16 having given forty-one performances in fifteen locations.

In Victoria the two groups will rehearse their combined performances and on May 27 they will commence their trip east performing in Victoria, Vancouver, Ottawa, and Expo 67 where they will commence June 22 and will end on July 4.

After the Expo portion of the tattoo, the two groups will separate, one going to Niagara and the other to Quebec City to perform before going on leave for a short rest.

Following leave, both groups will concentrate in Toronto to rehearse and perform at the Canadian National Exposition. Subsequently, one group will travel to Hamilton for a short engagement before dispersing to their units. The second group will journey to Prince Edward Island and Newfoundland to round out the tour before dispersal.

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